

Amendments to the Specification

Please replace the paragraph beginning at page 2, line 23, with the following rewritten paragraph:

-- adjusting a control signal to adjust said cylinder valve based on said desired cylinder valve condition. --

Please replace the paragraph beginning at page 4, line 2, with the following rewritten paragraph:

-- Figures 1A, 1B, and 4 5 are schematic diagrams of an engine wherein the invention is used to advantage; and

Please replace the paragraph beginning at page 4, line 4, with the following rewritten paragraph:

-- Figures 2-3 4, 6 5-7 and 8A-8B are high level flow charts illustrating operation according to an example embodiment of the invention.

Please replace the paragraph beginning at page 4, line 9, with the following rewritten paragraph:

-- Referring to Figure 1A, internal combustion engine 10, further described herein with particular reference to Figure 2 1B, is shown coupled to torque converter 11 via crankshaft 13. Torque converter 11 is also coupled to transmission 15 via turbine shaft 17. Torque converter 11 has a bypass clutch (not shown) which can be engaged, disengaged, or partially engaged. When the clutch is either disengaged or partially engaged, the

torque converter is said to be in an unlocked state. Turbine shaft 17 is also known as transmission input shaft. Transmission 15 comprises an electronically controlled transmission with a plurality of selectable discrete gear ratios. Transmission 15 also comprise various other gears, such as, for example, a final drive ratio (not shown). Transmission 15 is also coupled to tire 19 via axle 21. Tire 19 interfaces the vehicle (not shown) to the road 23.--

Please replace the paragraph beginning at page 6, line 14, with the following rewritten paragraph:

-- Continuing with Figure 2 **1B**, accelerator pedal 130 is shown communicating with the driver's foot 132. Accelerator pedal position (PP) is measured by pedal position sensor 134 and sent to controller 12.